

II. Recommendations

A Comprehensive Transportation Plan (CTP) is developed to ensure that the progressively developed transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. This document should be utilized by the local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and the environment.

The Greensboro MPO is required by federal law to develop a Long Range Transportation Plan (LRTP). The Greensboro MPO LRTP is the fiscally constrained portion of the Greensboro MPO CTP.

This report documents the development of the Greensboro Urban Area MPO CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in the MPO.

Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the Comprehensive Transportation Plan should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the MPO and its member jurisdictions. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

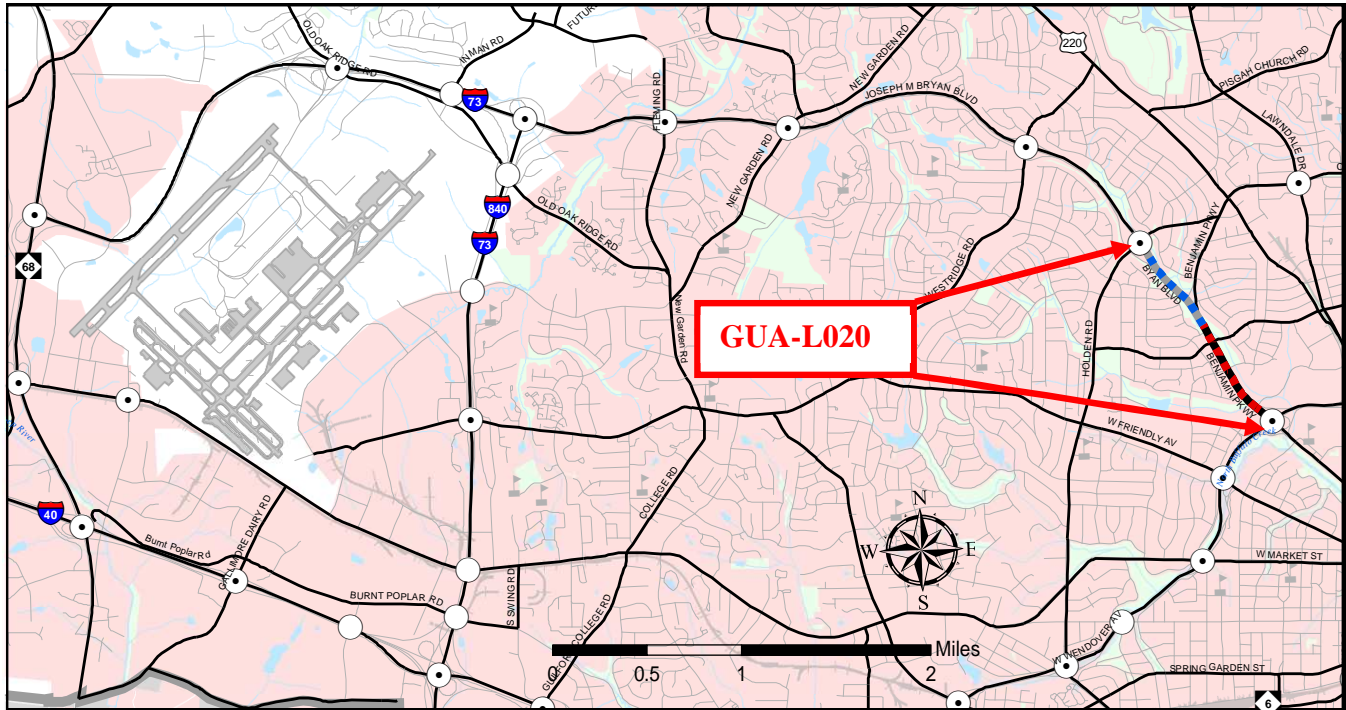
Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element.

HIGHWAY ELEMENT

**Benjamin Parkway (SR 2176)/Bryan Boulevard (SR 2085)
Improvements from Holden Road (SR 1117) to
Wendover Avenue (SR 2254)**

**Local ID: GUA-L020
Last Updated: 7/12/11**



Identified Problem

Existing Benjamin Parkway (SR 2177)/Bryan Boulevard (SR 2085) is projected to be near or over capacity by 2035 from Holden Road (SR 1117) to Wendover Avenue (SR 2254). Improvements are needed to relieve congestion on the existing facility such that a minimum level of service (LOS) D can be achieved.

Justification of Need

Benjamin Parkway (SR 2085)/Bryan Boulevard (SR 2176) is a vital artery in moving people and goods through this section of Greensboro, connecting residents to I-840/I-73, the Piedmont Triad International (PTI) Airport, and the Greensboro Central Business District (CBD).

Benjamin Parkway (SR 2177)/Bryan Boulevard (SR 2085) is currently a 4 to 5 lane divided facility with 12 foot lanes from Holden Road (SR 1117) to Wendover Avenue (SR 2254). The cross section is a combination of 2 northbound / 2 southbound lanes from Holden Road (SR 1117) to Benjamin Parkway and 3 northbound / 2 southbound lanes from Benjamin Parkway to Wendover Avenue (SR 2254). The facility is functionally classified as a principal arterial and is part of the sub-regional tier of the NC Multimodal Investment Network (NCMIN).

By 2035, traffic from Holden Road (SR 1117) to Benjamin Parkway (SR 2177) is projected range between 27,200 vpd and 55,100 vpd compared to a capacity of 47,600 vpd, and from Benjamin Parkway (SR 2177) to Wendover Avenue (SR 2254), traffic is projected to range

between 57,800 vpd and 63,900 vpd compared to a LOS D capacity of 63,000 vpd.

Community Vision and Problem History

Benjamin Parkway (SR 2085)/Bryan Boulevard (SR 2176) is a major travel corridor between PTI Airport and Greensboro CBD. Population along this corridor is expected to increase as rural to urban transition occurs. It is anticipated that high density residential, mixed use, commercial and industrial developments coming to the area will increase growth rates. Additionally, traffic along this corridor is expected to increase as a result of continued commercial growth and expansion of the PTI Airport.

CTP Project Proposal

Project Description and Overview

The LRTP project proposal (GUA-L020) is to widen Benjamin Parkway (SR 2176)/Bryan Boulevard (SR 2085) to a 6-lane divided facility from Holden Road (SR 1117) to Wendover Avenue (SR 2254). Bicycle and pedestrian facilities are also recommended as part of this project. The proposed improvements would provide improved traffic operations between the PTI Airport area and the Greensboro CBD due to increased capacity, address the anticipated future congestion, and provide continuity within the cross section.

Natural & Human Environmental Context

This facility is located in Guilford County and has been identified as regionally significant in the 2035 Greensboro Urban Area LRTP. Guilford County is non-attainment for PM2.5 pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for PM2.5 and ozone.

A planning level environmental analysis was conducted to assess the environmental impacts of the roadway projects recommended for inclusion in the 2035 Greensboro Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed project may potentially impact wetlands, watersheds and open spaces.

Relationship to Land Use Plans

Currently, land use in the vicinity of the project is primarily suburban residential. The Greensboro Urban Area 2035 LRTP indicates this area will be in rural to suburban transition by 2035. Primarily residential, high density residential, mixed use, commercial and industrial is expected along this corridor.

The area around the airport has and is continuing to be studied as it is expected to have significant growth. A report by UNC-Chapel Hill Professor Dr Kasarda has noted the airport area as a future "Aerotropolis" based on its central east coast location and current transportation infrastructure. The City of Greensboro's Planning Department initiated the Western Area Land Use and Infrastructure Plan study in March 2009. The plan will take a closer look at existing land uses and plan for appropriate uses for the future taking the above referenced studies into account. The plan is expected to take 1 ½ years to complete.

Linkages to Other Plans and Proposed Project History

According to the 2035 Greensboro MPO LRTP, the proposed Benjamin Parkway (SR 2085)/Bryan Boulevard (SR 2176) widening is scheduled to be constructed by the year 2025

from Holden Road (SR 1117) to Wendover Avenue (SR 2254). The 2035 Greensboro Urban Area LRTP can be viewed at the following website:

<http://www.greensboronc.gov/departments/GDOT/divisions/planning/longrange/2035lrtp.htm>

Multi-modal Considerations

The Greensboro Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Greensboro Urban area. A fixed guideway is recommended along the entire length of Benjamin Parkway (SR 2085)/Bryan Boulevard (SR 2176). On-road bicycle facilities and pedestrian accommodations are also recommended on Benjamin Parkway (SR 2085).

Public/ Stakeholder Involvement

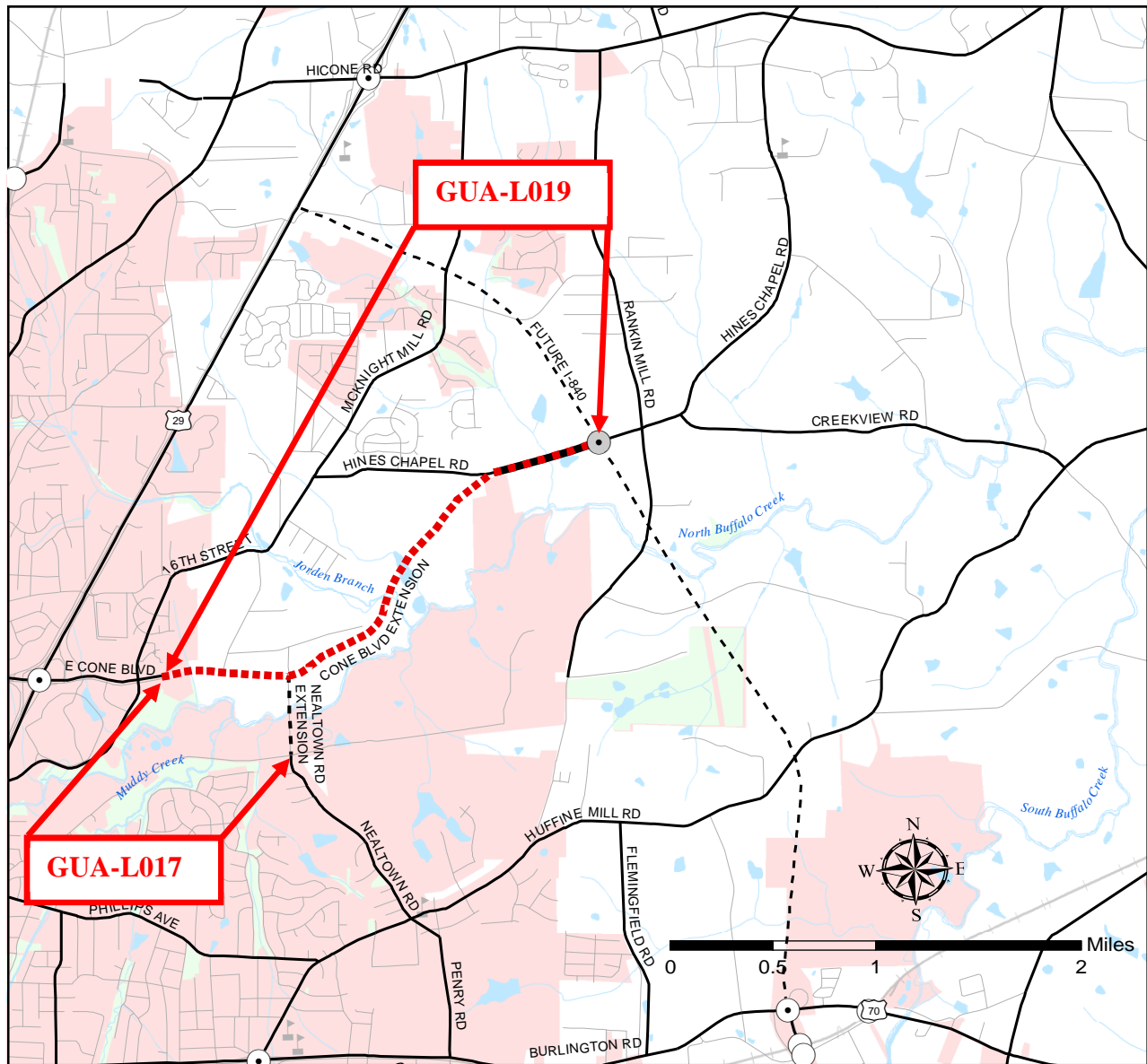
The 2035 Greensboro Urban Area LRTP was taken out for public review in 2008 which included the Benjamin Parkway (SR 2176)/Bryan Boulevard (SR 2085) widening project. No comments were received relating directly to the project.

**East Cone Boulevard Extension from Cone Boulevard to Nealtown Road Extension (Includes southern portion of Road Extension) AND
East Cone Boulevard Extension from Nealtown Road Extension to Hines Chapel Road (SR 2732) (Includes widening and new location)**

Local ID: GUA-L017

Local ID: GUA-L019

Last Updated: 7/12/2011



Identified Problem

The 16th Street/McKnight Mill Road (SR 2835)/Hines Chapel Road (SR 2732) corridor is projected to be over capacity by 2035. Improvements are needed to relieve congestion and improve mobility along the existing 16th Street/McKnight Mill Road (SR 2835)/Hines Chapel Road (SR 2732) route such that a minimum level of service D can be achieved.

Justification of Need

Residents from northeastern Greensboro/Guilford County currently use the 16th Street/McKnight Mill Road (SR 2835)/Hines Chapel Road (SR 2732) corridor to access the Greensboro CBD.

The existing 16th Street/McKnight Mill Road (SR 2835) corridor from East Cone Boulevard (SR 2876) to Hines Chapel Road (SR 2732) is a two lane major thoroughfare with 12 foot lanes. Hines Chapel Road (SR 2732) is a two lane, 11 foot minor thoroughfare from McKnight Mill Road (SR 2835) to Rankin Mill Road (SR 2835).

By 2035, the 16th Street/McKnight Mill Road (SR 2835)/Hines Chapel Road (SR 2732) corridor is projected to be over capacity from East Cone Boulevard (SR 2876) to Rankin Mill Road (SR 2835). The 2035 traffic projections are as follows:

- Along 16th Street, from East Cone Boulevard (SR 2876) to McKnight Mill Road (SR 2832), traffic is projected to be 27,000 vpd compared to a LOS D capacity of 15,400 vpd.
- Along McKnight Mill Road (SR 2832), from 16th Street to Hines Chapel Road (SR 2732) traffic is projected to be 39,000 vpd, compared to a LOS D capacity of 14,000 vpd.
- Along Hines Chapel Road (SR 2732), from McKnight Mill Road (SR 2832) to Rankin Mill Road (SR 2835), traffic is projected to be 29,400 vpd compared to a LOS D capacity of 14,000 vpd.

The ability to widen the existing facilities is limited due to numerous residential houses and subdivisions with structures near existing roadways, including Memorial Presbyterian Church on McKnight Mill Road (SR 2835).

Community Vision and Problem History

The project area is located in the northeastern part of Greensboro / Guilford County. The 2035 Generalized Future Land Use Plan shows that land use in the project area is anticipated to include high density residential, mixed use, commercial as well as agricultural. Locals expect the Cone Boulevard Extension to provide an alternate travel route as well as better connectivity and access to the residents in the project area.

As a result of the continued growth, the 16th Street/McKnight Mill Road (SR 2835)/Hines Chapel Road (SR 2732) route, which currently serves the area, is projected to be over capacity and will no longer provide adequate access and mobility.

CTP Project Proposal

Project Description and Overview

The East Cone Boulevard extension project is planned to be completed in two phases. Phase one, LRTP project proposal GUA-L017 is to construct a 2-lane facility on new location from the existing East Cone Boulevard to the proposed Nealtown Road extension. This project includes extending Nealtown Road northwards to meet the proposed East Cone Boulevard extension.

Phase two, LRTP project proposal GUA-L0019 is to complete the entire proposed East Cone Boulevard Extension as a 4-lane divided facility from east of 16th Street to Hines Chapel Road. This includes adding two additional 2 lanes to the segment completed in Phase One and widening a segment of Hines Chapel to the Future I-840 crossing to Rankin Mill Road.

This project also includes accommodation for bicycles and pedestrians.

Natural & Human Environmental Context

The proposed facility is located in Guilford County and has been identified as regionally significant in the 2035 Greensboro Urban Area LRTP. Guilford County is non-attainment for PM_{2.5} pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for PM_{2.5} and ozone.

A planning level environmental analysis was conducted to assess the environmental impacts of the roadway projects recommended for inclusion in the 2035 Greensboro Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed project may potentially impact wetlands, watersheds as well as impacts to minority and low-income communities. The location of the proposed East Cone Boulevard Extension, between 16th Street and Hines Chapel Road (SR 2732), contains minority and low-income populations.

Relationship to Land Use Plans

Current land use in the area is predominantly rural with low density residential and farmland. The Greensboro Urban Area 2035 LRTP indicates this area will be in rural to urban transition by 2035. Primarily residential, high density residential, mixed use, commercial and industrial is expected along this corridor.

Linkages to Other Plans and Proposed Project History

The 2004 Feasibility Study completed by Greensboro Department of Transportation (GDOT) on Cone Boulevard Extension/Eastern Urban Loop interchange (Future I-840) proposed extending East Cone Boulevard (SR 2876) to tie into Hines Chapel Road (SR 2732) and the construction of an interchange (U-2525D) at the proposed Eastern Urban Loop (Future I-840). Two alternatives were considered:

- Alternative #1: Construct a diamond interchange at this location with ramp terminal intersections located along the proposed East Cone Boulevard Extension
- Alternative #2: Construct a single point interchange with ramp terminal intersections located along the proposed East Cone Boulevard Extension.

Alternative # 2 was recommended as the preferred alternative. The recommendation included extending East Cone Boulevard (SR 2876) from 16th Street to Hines Chapel Road (SR 2732) and Rankin Mill Road (SR 2832) intersection and construction of a diamond interchange at the crossing of the proposed Eastern Urban Loop. For additional information on the feasibility study, contact the City of Greensboro Department of Transportation.

According to the 2035 Greensboro MPO LRTP, Phase One of the proposed East Cone Boulevard extension is scheduled to be constructed by the year 2015 and Phase Two by 2025. The 2035 Greensboro Urban Area LRTP can be viewed at the following website:

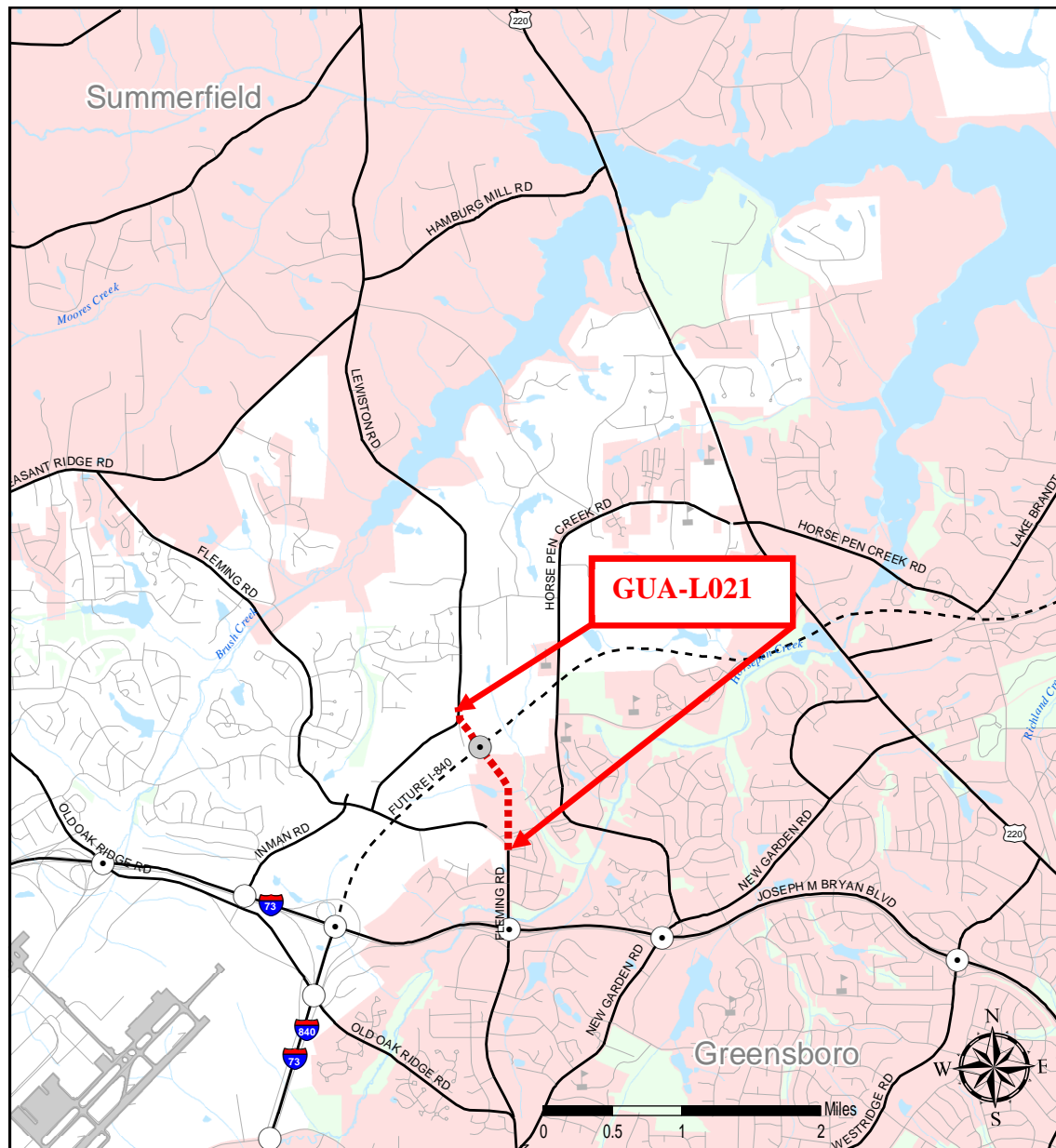
<http://www.greensboronc.gov/departments/GDOT/divisions/planning/longrange/2035lrtp.htm>

Multi-modal Considerations

The Greensboro Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Greensboro Urban area. Within the project limits, on-road bicycle facilities and sidewalks are recommended on the proposed East Cone Boulevard Extension, 16th Street, Nealtown Road, Hines Chapel Road and Rankin Mill Road.

Public/ Stakeholder Involvement

The 2035 Greensboro Urban Area LRTP was taken out for public review in 2008 which included the East Cone Boulevard extension and widening projects. No comments were received relating directly to the project.



Identified Problem

US 220 (Battleground Avenue) is the main north-south travel corridor between Summerfield and Greensboro and is projected to be over capacity by 2035. The Fleming Road (SR 2136)/Lewiston Road (SR 2124) corridor runs parallel to US 220 (Battleground Avenue) and currently serves as an alternate travel route to US 220 between Greensboro and Summerfield. Improvements are needed to improve north-south mobility along the Fleming Road/Lewiston corridor and to help relieve congestion on US 220 such that a minimum LOS D can be achieved.

Justification of Need

US 220 (Battleground Avenue) is a two lane facility with 24 foot lanes from Scalesville Road (SR 1002) in Summerfield to Horse Pen Creek Road (SR 2182) in Greensboro. Traffic volumes on this segment of US 220 (Battleground Avenue) are projected to range between 46,000 vpd and 49,800 vpd in 2035, compared to a LOS D capacity of 18,200 vpd. TIP project R-2309 proposes to widen this segment of US 220 (Battleground Avenue) to a four lane divided boulevard with a capacity of 47, 600 vpd. However, even with improvements US 220 (Battleground Avenue) will continue to be over capacity.

Existing Fleming Road (SR 2136) and Lewiston Road (SR 2124) are two lane facilities with 12 foot lanes. Currently Fleming Road (SR 2136) extends north from Bryan Boulevard (SR 2876) and makes a 90 degree left turn before continuing to Lewiston Road (SR 2124). You must then make a right turn and then another left turn before proceeding north on Lewiston Road (SR2124).

The Fleming Road (SR 2136)/Lewiston Road (SR 2124) corridor runs parallel to US 220 (Battleground Avenue) and serves as an alternate route between Greensboro and Summerfield. As an alternate to US 220, a more direct connection between Fleming Road and Lewiston is needed.

Community Vision and Problem History

The project area is located north of Bryan Boulevard, in the vicinity of PTI Airport, northwest Greensboro / Guilford County. The airport has experienced significant growth in the last 10 years and its impact is expected to extend to the project area. According to the 2035 Generalized Future Land Use Plan, the project area is anticipated to be of mixed use, that includes commercial, office and some residential. Improving Fleming Road (SR 2136)/Lewiston Road (SR 2124) is expected to provide area residents greater mobility as well as future access to the proposed Greensboro Urban Loop (Future I-840) via an interchange.

Due to existing Fleming Road (SR 2136) and Lewiston Road (SR 2124) being used as an alternative travel route to the US 220 (Battleground Avenue) corridor, more travellers are expected to use this route between Greensboro and Summerfield.

CTP Project Proposal

Project Description and Overview

The LRTP project proposal (GUA-L021) is to construct a 4-lane divided boulevard on new location. Additionally this project includes accommodations for bicycle and pedestrians. The proposed improvements would provide improved connectivity and mobility between Greensboro and Summerfield as well as help in relieving congestion on US 220.

Natural & Human Environmental Context

The proposed facility is located in Guilford County and has been identified as regionally significant in the 2035 Greensboro Urban Area LRTP. Guilford County is non-attainment for PM2.5 pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for PM2.5 and ozone.

A planning level environmental analysis was conducted to assess the environmental impacts of the roadway projects recommended for inclusion in the 2035 Greensboro Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed project may potentially impact watersheds and minority communities. The location of the proposed Fleming Road/Lewiston Road Connector, between the existing Fleming Road and the existing Lewiston Road, contains minority populations.

Relationship to Land Use Plans

Currently, the project area is predominantly rural with residences along Fleming Road (SR 2136), south of the project area, and along Lewiston Road (SR 2124), north of the project area. The Greensboro Urban Area 2035 LRTP indicates this area will be in rural to urban transition by 2035. Primarily residential, mixed use, commercial and industrial developments are expected along this corridor.

Linkages to Other Plans and Proposed Project History

Project proposal for the Fleming Road (SR 2136)/Lewiston Road (SR 2124) Connector is an important link to many of the recommendations in the Greensboro CTP. In addition to providing improved mobility in the project area, the proposed connector is also expected to provide direct access (interchange) to the proposed Future I-840 (TIP U-2524C).

The 2004 Fleming Road (SR 2136) Extension/Western Urban Loop (Future I-840) Interchange Feasibility Study completed by GDOT proposed extending Fleming Road (SR 2136) north to connect with Lewiston Road (SR 2124) and constructing an interchange at its crossing with Western Urban Loop (TIP U-2524F). The two alternatives that were considered, which both included constructing an interchange at the proposed Western Loop crossing, are as follows:

- Construct the proposed north-south connector east of a water body which is likely to be impacted
- Construct the proposed north-south connector west of a water body which is likely to be impacted.

The first alternative was recommended as the preferred alternative, since it will minimize the impact to the water bodies in the vicinity of the project. For additional information on the feasibility study, contact the City of Greensboro Department of Transportation.

According to the 2035 Greensboro MPO LRTP, Phase One of the proposed Fleming /Lewiston Road Connector is scheduled to be constructed by the year 2025. The 2035 Greensboro Urban Area LRTP can be viewed at the following website:

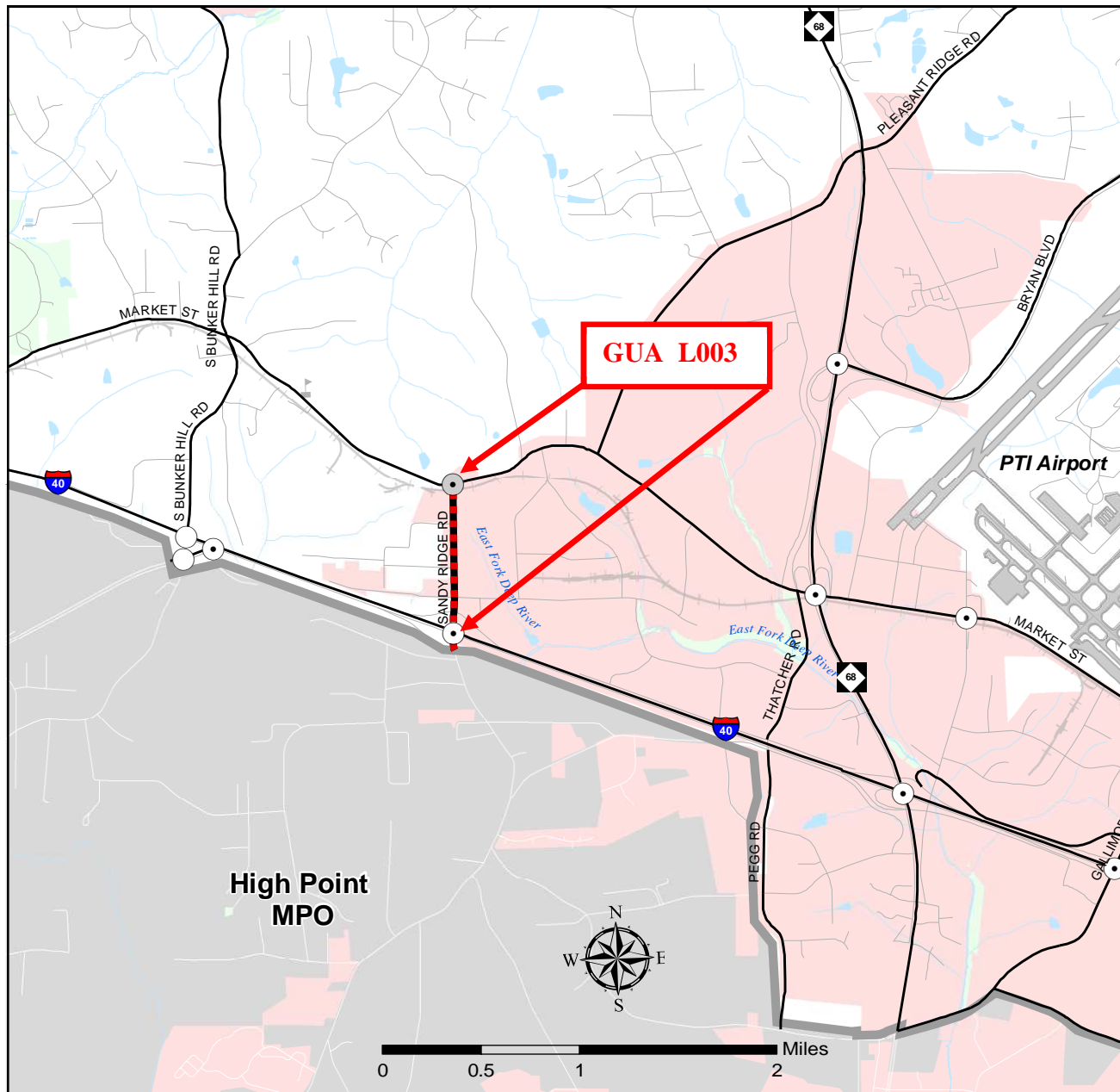
<http://www.greensboronc.gov/departments/GDOT/divisions/planning/longrange/2035lrtp.htm>

Multi-modal Considerations

The Greensboro Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Greensboro Urban area. Within the project limits, on-road bicycle facilities and sidewalks are recommended on the proposed Fleming Road (SR 2136)/Lewiston Road (SR 2124) connector as well as on the existing Fleming Road and Lewiston Road.

Public/ Stakeholder Involvement

The 2035 LRTP was taken out for public review in 2008 which included the Fleming / Lewiston Connector. No comments were received relating directly to the project.



Identified Problem

By 2035, Sandy Ridge Road (SR 1850) from I-40 to West Market Street (SR 1008) is projected to be over capacity. Improvements are needed to relieve congestion on the existing facility such that a minimum LOS D can be achieved.

Justification of Need

Sandy Ridge Road (SR 1850) is a 2-lane facility with 12 foot lanes from I-40 to West Market Street (SR 1008) that provides area residents and businesses with access to I-40. Sandy Ridge Road (SR 1850) is a north-south facility in western Greensboro / Guilford County extending from West Market Street to I-40 and southward into the city of High Point.

It is designated as a regionally significant in the 2035 LRTP and is part of sub-regional tier of the NCMIN.

By 2035, this facility projected to be over capacity from West Market Street (SR 1008) to I-40. Traffic volumes on this segment of Sandy Ridge Road (SR 1850) are projected to range between 31,400 vpd and 36,900 vpd, compared to a LOS D capacity of 15,400 vpd.

Community Vision and Problem History

Sandy Ridge Road passes through an area of industrial land use, and has limited truck traffic access to the businesses in the area. Additionally, its proximity to PTI Airport is expected to influence future growth in the project area. The airport has developed a 20-year planning vision including a three-phase land acquisition in the Airport Master Plan Update (adopted September 28, 2010). Continued expansion of the airport and growth in the western part of Guilford County will result in the need for more efficient access to businesses in the area.

CTP Project Proposal

Project Description and Overview

The LRTP project proposal (Local ID GUA-L003) is to widen Sandy Ridge Road (SR 1850) from a 2-lane facility to a 4-lane divided boulevard from I-40 to West Market Street (SR 1008). This project also includes bicycle and pedestrian facilities. A feasibility study completed by GDOT determined the project will need to be a 6-lane divided boulevard instead of 4-lane boulevard.

The LRTP project proposal would provide better access and mobility for truck traffic between I-40 and area businesses, and also address the anticipated future congestion concerns.

Natural & Human Environmental Context

The proposed facility is located in Guilford County and has been identified as regionally significant in the 2035 Greensboro Urban Area LRTP. Guilford County is non-attainment for PM2.5 pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analysis for PM2.5 and ozone.

The proposed project is in a targeted watershed area as well as a wetland area which may be potentially impacted. Additionally some streams are likely to be impacted in the course of project implementation. This facility also crosses an active rail line near West Market Street. The existing crossing is at grade.

Relationship to Land Use Plans

Land use in the project area includes numerous light industrial businesses, distribution centers and some residential properties. Large Industries currently located along Sandy Ridge include Northern Tool Equipment, Camping World RV Sales and Cemex. The 2035 Generalized Future Land Use Plan shows the project area as primarily industrial with some mixed use.

Linkages to Other Plans and Proposed Project History

The 2011 Feasibility Study (FS-0707A) completed by GDOT evaluated the proposed widening and extension of Sandy Ridge Road (SR 1850) from its interchange with I-40 to NC 68.

Widening alternatives for the existing roadway from I-40 to West Market Street (SR 1008) were studied. Alternatives for extending Sandy Ridge Road to NC 68 on new location, and in some cases utilizing existing roads, were also studied. As part of this study, alternatives that were evaluated are summarized below:

- Alternative #1: Widening of Sandy Ridge Road from I-40 to West Market Street.
- Alternative #2: Widening Sandy Ridge Road and widening Pleasant Ridge Road (SR 2133) from West Market Street to NC 68
- Alternative #3: Widening Sandy Ridge Road and extending the road to NC 68 on new location, forming a fourth leg to the NC 68/Bryan Boulevard interchange. This alternative may or may not include an interchange at the Sandy Ridge Road and Market Street intersection.
- Alternative #4: Widening Sandy Ridge Road and extending the road to NC 68 near Pleasant Ridge Road at the future I-73 interchange.
- Alternative #5: Widening Sandy Ridge Road and extending the road north to a future I-40 Connector extending between I-40 and NC 68.

Alternative 2 was recommended after detailed evaluation of each alternate. The recommendation includes widening Sandy Ridge Road to a 6-lane divided facility and Pleasant Ridge Road to a 4-lane divided facility. An extension of Sandy Ridge Road is not included in the recommendation, but the study notes that a collector may be built with future development. The study also recommends improvements to the Sandy Ridge Road interchange at I-40. The improvements include adding loops to the diamond interchange in the northeast and southwest quadrants. The feasibility study was completed after the LRTP was adopted. Additional information for FS-0707A can be found on the following website:

<http://www.greensboro-nc.gov/index.aspx?page=2159>

This project is in the 2025 horizon year of the 2035 LRTP. The LRTP can be viewed at:

<http://www.greensboro-nc.gov/departments/GDOT/divisions/planning/longrange/2035lrtp.htm>

Multi-modal Considerations

The Greensboro Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Greensboro Urban area. This project includes accommodations for bicycles and pedestrians. Within the project limits, on-road bicycle facilities and sidewalks are recommended on Sandy Ridge Road (SR 1850), Triad Drive and West Market Street (SR 1008). A bus route has been recommended along West Market Street (SR 1008). A fixed guideway and high speed rail have been recommended along the existing railroad corridor which runs east-west parallel to West Market Street (SR 1008).

Public/ Stakeholder Involvement

The Greensboro Urban Area 2035 LRTP was taken out for public review in 2008 which included the Sandy Ridge widening project. No comments were received relating directly to the project. However, it is important to note that citizens living in this area have been clear that they want to minimize impacts to the natural environment, especially farmland. These concerns have been raised during two highly publicized and controversial projects - North/South Connector (FS-0707B) and the Heart of the Triad (HOT) Study, which are both located to the south and west of the proposed project.

In addition, two public meetings were held during the development of the feasibility study (FS-0707A). Citizens were pleased that the project recommendations included widening on existing as opposed to constructing on new location. Detailed citizen comments are included in the document at the aforementioned website address.

I-73 Connector, TIP No. I-5110

This project is within the 2025 horizon year of the 2035 Greensboro Urban Area Long Range Transportation Plan (LRTP). The I-73 Connector from NC 68 to Bryan Boulevard is proposed to be constructed as a 4-lane divided freeway. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

Eastern Urban Loop (Future I-840), TIP No. U-2525B

This project is within the 2025 horizon year of the 2035 Greensboro LRTP. The Eastern Urban Loop from US 29 to US 70 is proposed to be constructed as a 4-lane divided freeway on new location. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

US 421 Interchanges, TIP No. R-2612A/B

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. R-2612A - US 421 interchange with a realignment of Woody Mill (SR 3394) and Company Mill Road (SR 3394) is currently under construction. R-2612 B – US 421 interchange with a realignment of Neelley Road (SR 3418) and Williams Dairy Road (SR 3329) is funded for right-of-way and construction in 2012 and 2014 respectively. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

US 220, TIP No. R-2309AB

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. US 220 from Horsepen Creek Road to the US 220/ NC 68 Connector is projected to be over capacity by 2035. To address the problem, TIP project R-2309AB proposes to widen this segment of US 220 to a 4-lane divided boulevard. This project is currently in the right-of-way phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

NC 68/US 220 Connector, TIP No. R-2413

This project is within the 2015 (R-2413C) and 2025 (R-2413A/B) horizon years of the 2035 Greensboro LRTP. The NC 68/US 220 connector is part of future I-73, which is designated as "Congressional High Priority Corridor 5" on the National Highway System (NHS). The purpose of the project is to provide better mobility and connectivity. The project proposal is to construct a 4-lane freeway on new location.

The segment from the NC 68/US 220 intersection in Rockingham County along the exiting US 220 to the Haw River (TIP R-2413C) is currently in the right-of-way phase. The segment from the NC 68 to the Haw River (TIP R-2413A/B) is currently in the design phase. The R-2413A/B project includes the relocation of Pleasant Ridge Road (SR 2133), as a 4-lane divide facility, from Montmarte Road (SR 3898) to Cude Road (SR 2016) at I-73 Connector. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

NC 68, TIP No. W-5114

This project is within the 2010 horizon year of the 2035 Greensboro LRTP. Currently there numerous rear-end collisions associated with left-turn movements from NC 68 onto East Harrell (SR 2111) and West Harrell (SR 2029), immediately south of and north of Bridge 139.

In order to address the safety problem, two alternatives, Alternative 1A and Alternative 1B, have been proposed. Both alternatives include the re-alignment of East Harrell Road (SR2111) to intersect NC 68 several hundred feet further south, in order to widen the gap between East Harrell Road (SR 2111) and West Harrell Road (SR 2029). Alternative 1A proposes that West Harrell Road (SR 2029) be re-aligned to intersect NC 68 directly across from Bartonshire Drive (SR 4831) thereby creating a 4-way intersection. Alternative 1B proposes that West Harrell Road (SR 2029) be truncated just west of NC 68 thereby eliminating that intersection. For additional information about this project, including Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

Alamance Church Road (SR 1005), Local ID: GUA-L005

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Alamance Church Road (SR 1005) from Martin Luther King (SR 1401) to the city limits is currently over capacity. A project to address this deficiency is currently in the project design phase. The proposed project is to widen Alamance Church Road (SR 1005) to a four lane divided boulevard. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

Bridford Parkway (SR 4126) Extension, TIP No. U- 4006

This project is within the 2012 horizon year of the 2035 Greensboro LRTP. Bridford Parkway Extension from Hornaday Road (SR 4126) to Burnt Poplar Road (SR 1607) is currently under construction. The proposed project is to construct a four lane divided boulevard on new location. For more information please contact NCDOT Division 7 office.

Church Street (SR 1001), Local ID: GUA-L0014

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Church Street (SR1001) from US 220 (Wendover Avenue) to Cone Boulevard (SR 2611) is currently over capacity. A project to address this deficiency is currently in the project design phase. The proposed project is to widen Church Street (SR 1001) to a 4 lane divided and 5 lane boulevard. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

Florida Street Extension, Local ID: GUA-L006

In the 2035 Greensboro Urban Area LRTP, the Florida Street Extension project is within the 2015 horizon year. Florida Street currently terminates at NC 6 (East Lee Street). Extending it is needed to provide connectivity to McConnell Road (SR 3000).

The LRTP project proposal (Local ID: GUA-L006) is to construct on new location a 4-lane divided boulevard from NC 6 (East Lee Street) to McConnell Road (SR 3000). The project also includes widening on existing McConnell Road and Mount Hope Church Road. This will provide east-west traffic flow continuity along McConnell Road/Florida Street travel corridor that bypasses the central business district. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

High Point Road / Jamestown Bypass, TIP No. U-2412B

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. The Jamestown Bypass from Vickery Chapel Road (SR 4228) to Hilltop Road (SR 1424) proposes to construct a 4-lane divided boulevard, part on the existing alignment and part on new location. With this project an interchange (U-2524 AE) is to be constructed at the Greensboro Urban Loop (I-73).

This project is currently in the right-of-way phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch. More details about the project can be viewed at the following website: <http://www.greensboronc.gov/departments/GDOT/divisions/planning/metro/projectsandstudies/hprdjamestownbypass.htm>

Horsepen Creek (SR 2182) Road, Local ID: GUA-L007

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Horsepen Creek Road (SR 2182) from New Garden Road (SR 2179) to US 220 (Battleground Avenue) is currently over capacity. Widening to a 4-lane divided boulevard will address this deficiency. This project is currently in the project design phase. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

Horse Pen Creek Road (SR 2182)/Fleming Road (SR 2136) Connector, Local ID: GUA-L022

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. The Horse Pen Creek Road (SR 2182)/ Fleming Road (SR 2136) Connector from Isaacson Boulevard to Inman Road (SR 2140) proposes to construct 4-lane boulevard. A portion of this project is currently under construction by the City of Greensboro. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

Lake Jeanette Road, Local ID: GUA-L004

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Lake Jeanette Road from Lawndale Avenue to N. Elm Street is currently under construction by the City of Greensboro. This project proposes to widen Lake Jeanette Road to a two lane divided and a three lane minor thoroughfare with center turn lane.

Mackay Road (SR 1549), Local ID: GUA-L009

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Mackay Road (SR 1549) from Atwater Drive to Williamsborough Lane is currently over capacity. A project to address this deficiency is currently in the project design phase. This project proposes to widen Mackay Road (SR 1549) to five lanes with a center turn lane. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

Merritt Drive, Local ID: GUA-L016

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. Merritt Drive from I-40 to High Point Road (SR 1421) is currently over capacity. A project to address this deficiency is currently in the right-of-way phase. This project proposes to widen Merritt Drive

to a four lane divided major thoroughfare. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

New Garden Road (SR 2179), Local ID: GUA-L008

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. New Garden Road (SR 2179) from Jefferson Road to Brassfield Road is currently under construction by the City of Greensboro. The proposed project is to widen New Garden Road (SR 2179) to a four lane divided major thoroughfare. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

Norwalk Street Extension, Local ID: GUA-T009

Norwalk Street is a north-south facility that links West Market Street SR 1008) and area south of West Wendover Avenue (SR 2254) and includes an at-grade crossing of the railroad track. Extending Norwalk Street to Boston Rd (SR 1611) is needed to provide connectivity to NC6 (West Lee Street). The connection will also create an alternate route to I-40 west via Patterson Avenue. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

The LRTP project proposal (Local ID GUA T009) is to extend the existing facility on new location (three-lane minor thoroughfare) to Boston Rd (SR 1611), with a proposed grade separation across the railroad track. Constructing the extension will complete the linkage between West Market Street and NC 6 (West Lee Street). This project is in the 2015 horizon year of the 2035 Greensboro LRTP. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

Stanley Road (SR 1575), Local ID: GUA-L013

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. The existing Stanley Road (SR 1575) is a north-south facility between Wendover Avenue (SR 1541) and Hilltop Road (SR 1424) and is projected to be over capacity by 2035.

The LRTP project proposal (Local ID: GUA L013) is to widen the existing facility from 3 lanes to 5 lanes from Kroger Boulevard to Hilltop Road (SR 1424). This project will increase capacity and address the anticipated congestion concerns. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation.

Vandalia Road (SR 3303), Local ID: GUA-L015

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. The existing Vandalia Road (SR 3303) is an east- west facility. The segment between Elm-Eugene Street (SR 3300) and Pleasant Garden Road (SR 3505) is over capacity.

The LRTP project proposal (Local ID: GUA L015) is to widen the existing facility from 2 lanes to 5 lanes from Elm-Eugene Street to Pleasant Garden Road (SR 3305). This facility, along with Elm-Eugene Street (SR 3300), is expected to provide area residents with better access to I-40 to the north and I-85 to the south. For additional information about this project, including the Purpose and Need, contact the Greensboro Department of Transportation

West Market Street (SR 1008) TIP NO. R-2611

This project is within the 2015 horizon year of the 2035 Greensboro LRTP. West Market Street (SR 1008) from NC 68 to Bunker Hill Road (SR 2007) is currently over capacity. A project to address this deficiency is currently in the right-of-way phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.